

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims:

1-9. (Canceled).

10. (Previously Presented) A sensor system on a motor vehicle and for locating an object in front of the motor vehicle, comprising:

at least two sensors, each having a locating depth of at least 50 m, wherein:

the at least two sensors are arranged in such a way on both sides of a longitudinal center axis of the motor vehicle that locating angular ranges of the at least two sensors together cover an entire vehicle width as of a first distance, and overlap each other as of a second distance.

11. (Previously Presented) The sensor system as recited in Claim 10, wherein the first distance is less than 5 m.

12. (Previously Presented) The sensor system as recited in Claim 10, wherein the first distance is approximately 3 m.

13. (Previously Presented) The sensor system as recited in Claim 10, wherein the second distance is less than 10 m.

14. (Previously Presented) The sensor system as recited in Claim 10, wherein the second distance is approximately 5 m.

15. (Previously Presented) The sensor system as recited in Claim 10, wherein optical axes of the at least two sensors run parallel to the longitudinal center axis of the motor vehicle.

16. (Previously Presented) The sensor system as recited in Claim 10, wherein the at least two sensors have angular resolution.

17. (Previously Presented) The sensor system as recited in Claim 10, wherein the locating angular range of each of the at least two sensors to each side of its optical axis is less than 10.

18. (Previously Presented) In a system including at least two sensors arranged in such a way on both sides of a longitudinal center axis of a motor vehicle that below a distance, their locating angular ranges form a blind spot between themselves, a method for distance control in the motor vehicle, comprising:

when an object that is detected by only one of the at least two sensors leaves the locating angular range of the one of the at least two sensors, determining whether the object has left the corresponding locating angular range and gone into the blind spot; and

if the object is determined to have gone into the blind spot, decelerating the motor vehicle until one of the object appears again and the motor vehicle is brought to a standstill.

19. (Previously Presented) The method as recited in Claim 18, wherein the determining step is performed made on the basis of locating angle data of the at least two sensors.

20. (Currently Amended) The method as recited in Claim 19, further comprising:

for an object that is in the locating angular range of one of the at least two sensors, checking, on the basis of locating angle data of the one of the at least two sensors in whose locating angular range the object is present, whether the object is in the locating angular range of another one of the at least two sensors; and

if the object is in the locating angular range of the other one of the at least two sensors but is not located by the other one of the at least two sensors, outputting a fault report.